



88047391

Utility Corridor



Proposed Land Uses

(Washington Creek to Sagwon Bluffs)

Preliminary



U.S. Department of the Interior
Bureau of Land Management
Fairbanks, Alaska

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BUREAU OF LAND MANAGEMENT



Curtis V. McVee
Alaska State Director

Land and its use is the single most important aspect in the development of man and society. On land he must build his home and grow his food. Land must also provide for recreation, water, wildlife and minerals. In private ownership, the use of a piece of land may only be the decision of a single person. Public lands are managed by the Federal Government and decisions on land use, whether for single or multiple use, require the participation of the public.

In Alaska, the majority of the lands are in Federal ownership. The Bureau of Land Management is now engaged in a five-year project to develop land use plans for all of the public lands in Alaska. Much of the information for land use plans comes from State and Federal data sources, but a very important portion of the information comes from the public and those persons who live in, or near, or who are closely associated with the land and its resources.

Land use plans for public lands necessitate public participation in the decision making process. Public involvement is particularly important where land uses conflict. Resolution of these conflicts requires a maximum of public effort to influence the final decision.

You are invited to become involved in the management of Alaska's public lands - your lands.

Curtis V. McVee
Alaska State Director



Save Energy and You Serve America!

Introduction

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BUREAU OF LAND MANAGEMENT



*Richard H. LeDosquet
Fairbanks District Manager*

The pipeline Haul Road and the Utility Corridor through which it runs have been high in the public interest since the beginning of pipeline construction three years ago. The Haul Road was constructed to allow transportation of materials for construction and will also serve for the operation and maintenance of the pipeline. The builder of the road, the Alyeska Pipeline Service Company, will ultimately turn over the ownership of the road to the State of Alaska.

The Haul Road traverses a narrow strip of land, 12 to 24 miles in width, called the Utility Corridor. This land is under Federal ownership and is managed by the Bureau of Land Management. Recent policy decisions by the Governor of Alaska indicate the Haul Road north of the Yukon River will someday be opened to the public. Because of this decision, the public lands in the Corridor will be impacted. The Bureau of Land Management, cognizant of the effect of opening the road and knowledgeable of the multitude of wildlife species, and mineral, scenic and recreational resources available along the Corridor, is developing a land use plan for the Corridor.

This booklet contains land use proposals for federally managed Corridor lands north of Washington Creek, approximately 30 miles north of Fairbanks. The proposals are the result of many months of gathering and analyzing information from many sources - public, State and Federal. It is recognized that there will be many differing opinions and conflicts, that some proposals will change and that some will remain the same.

I urge you to read carefully the information, form your own opinions and participate in the many public meetings to be held in Alaska during the next few months. Public participation is the key to wise decision making and intelligent land use now and for the future.

Richard H. LeDosquet
Richard H. LeDosquet
Fairbanks District Manager



Save Energy and You Serve America!

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Overview

Public Involvement and Planning

Public involvement is a vital part of the Bureau of Land Management (BLM) planning process. Proposals in this booklet are the product of information gathered from persons having interests in lands within and adjacent to the Utility Corridor north of Fairbanks, Alaska.

Planning also involves gathering information about an area. This information falls into two general categories:

(1) RESOURCE—This includes the physical resources found in an area and includes minerals, vegetation, wildlife, soils, air, water, etc.

(2) SOCIAL/ECONOMIC—This is the identification and analysis of social issues, public values and expectations in the area. Also included are economic and/or industrial demands for resources and BLM's ability to help meet demands for land and its resources.

Guidelines

BLM land use proposals must follow the mandates and guidelines established in the Federal Land Policy and Management Act of 1976 as well as special requirements included in the Mineral Leasing Act, Endangered Species Act, Wild and Scenic Rivers Act, Antiquities Act and others. All proposals must fall within the boundaries of these "laws of the land."

Conflicts

The process leading to final decisions on management plans begins with proposals formulated by Natural Resource Specialists.

Working independently, specialists draft proposals they believe to be best for individual resource use within the area. Often, however, all proposals cannot be implemented because of conflicts. Recognizing these conflicts and obtaining public participation on solutions is a major objective of the land use planning system.

Examples of some conflicts in the Utility Corridor are:

(Note: Sample questions are given with the conflicts to provide a general idea of decisions that are made in land use planning. In most cases, conflicts are resolved only after other questions, alternatives and factors are considered.)

1. Yukon Crossing Development vs. Five-Mile Camp Development

Yukon Crossing—A 1976 study recommends that a new community be planned and developed on the north bank of the Yukon River.

Five-Mile Camp—Five-Mile Camp has been developed and has an airstrip. The Alaska Department of Highways has requested the use of this site as a highway maintenance camp.

CONFLICT: Development at Yukon Crossing would involve new construction. Development at Five-Mile Camp would utilize existing construction.

QUESTION: If new development is to occur should it be done on the north bank of the Yukon, or should it be done at Five-Mile Camp?

2. Homesites vs. Open Space

Homesites—Potential exists for private recreational homesites within Corridor lands.

Open Space—Corridor lands are now undeveloped open space, except for areas developed during pipeline and Haul Road construction.

CONFLICT: Homesites within Corridor lands may be desired by some Alaskans. Homesites may not be compatible with the concept of open space.

QUESTION: Should some areas within the Corridor be developed for private homesites?

3. Agricultural Homesteading vs. Scenery

Agricultural Homesteading—Some land within the Corridor south of the Yukon River has potential for agricultural homesteading.

Scenery—The scenic value of some land within the Corridor is enhanced by its undisturbed setting.

CONFLICT: Agricultural homesteading may produce economic, social and psychological benefits. Agricultural homesteading may also affect scenery.

QUESTION: Should agricultural homesteading be permitted within the Corridor?

4. Mining vs. Wild and Scenic River Proposals

Mining—Various locations within the Corridor may have potential for mineral exploration and extraction. The Middle Fork of the Koyukuk is among these locations.

Wild and Scenic River Proposals—The Middle Fork of the Koyukuk River is proposed for inclusion in the National Wild and Scenic Rivers system as a Scenic River.

CONFLICT: Mining activity on the Middle Fork of the Koyukuk could affect its inclusion in the National Wild and Scenic Rivers system.

QUESTION: Should mining activity be restricted on the Middle Fork of the Koyukuk?

5. Timber Harvesting vs. Scenery

Timber Harvesting—The potential for timber harvesting is not great in the Corridor, but there could be future demand for local use.

Scenery—Timber stands have aesthetic value.

CONFLICT: Timber could be used to meet local needs; however timber harvesting can affect scenic values.

QUESTION: Should timber within the Corridor be harvested?

6. Off-Road Vehicle Use vs. Permafrost Soils

Off-Road Vehicle Use—Off-road vehicle use is a valid recreational activity on public lands.

Permafrost Soils—In certain areas of the Corridor thaw layers above permafrost soils are not strong enough to support some machines without rutting and eroding.

CONFLICT: Off-road vehicle use within the Corridor is desired by some people. Off-road vehicles may cause rutting and eroding in thaw layers above permafrost soils.

QUESTION: What restrictions, if any, should be imposed on off-road vehicles within the Corridor?

7. Hunting vs. Non-Consumptive Use

Hunting—Hunting could be controlled by the Alaska Department of Fish and Game within the Corridor and on adjacent lands. Animals would be harvested for meat and trophies.

Non-Consumptive Use—Certain portions of the Corridor provide opportunities for viewing and photographing animals such as timber wolves and grizzly bears.

CONFLICT: Hunting within the Corridor and on adjacent lands could provide meat and trophies. Non-consumptive users could have an opportunity to view and photograph animals, if undisturbed, within areas of the Corridor.

QUESTION: Should hunting be permitted within the Corridor?

8. Dall Sheep Lambing Grounds vs. Development

Dall Sheep Lambing Grounds—Certain areas within the Brooks Range have been identified as critical lambing grounds and mineral licks for Dall sheep.

Development—The Brooks Range offers areas for potential campgrounds, hiking trails, scenic overlooks, etc.

CONFLICT: Lambing grounds and mineral licks which are critical to Dall sheep could be inadvertently influenced by human activity.

QUESTION: Should development be restricted in the Brooks Range?

Haul Road in Atigun Pass



9. Controlled Burning vs. Scenery

Controlled Burning—Fire, not caused by man, is a natural phenomenon and can help maintain a forest in a healthy condition. Winter moose forage, such as willows and shrubs, is often more abundant after a fire.

Scenery—Portions of the Corridor have high scenic value.

CONFLICT: Fires can improve moose forage. Fires can also affect scenic values.

QUESTION: Should controlled burning be conducted within the Corridor?

10. Gravel Extraction vs. Fish Habitats

Gravel Extraction—Gravel is needed for maintenance of the pipeline and Haul Road. Gravel may also be needed for future construction within the Corridor.

Fish Habitats—Gravel beds in streams and rivers are important for fish spawning and rearing areas.

CONFLICT: Removing gravel from streams and rivers can affect fish spawning and rearing areas. Removing gravel from upland sites can also affect scenery.

QUESTION: Where should gravel for use within the Corridor be extracted?

11. Fish Overwintering Areas vs. Industrial Water Use

Fish Overwintering Areas—Many arctic and subarctic streams and lakes freeze to the bottom in winter. Only a few deep holes are left where fish, such as arctic char, are able to survive.

Industrial needs for water during winter can be high and are drawn from the unfrozen portions of lakes and streams. Future

construction and development could require even greater volumes.

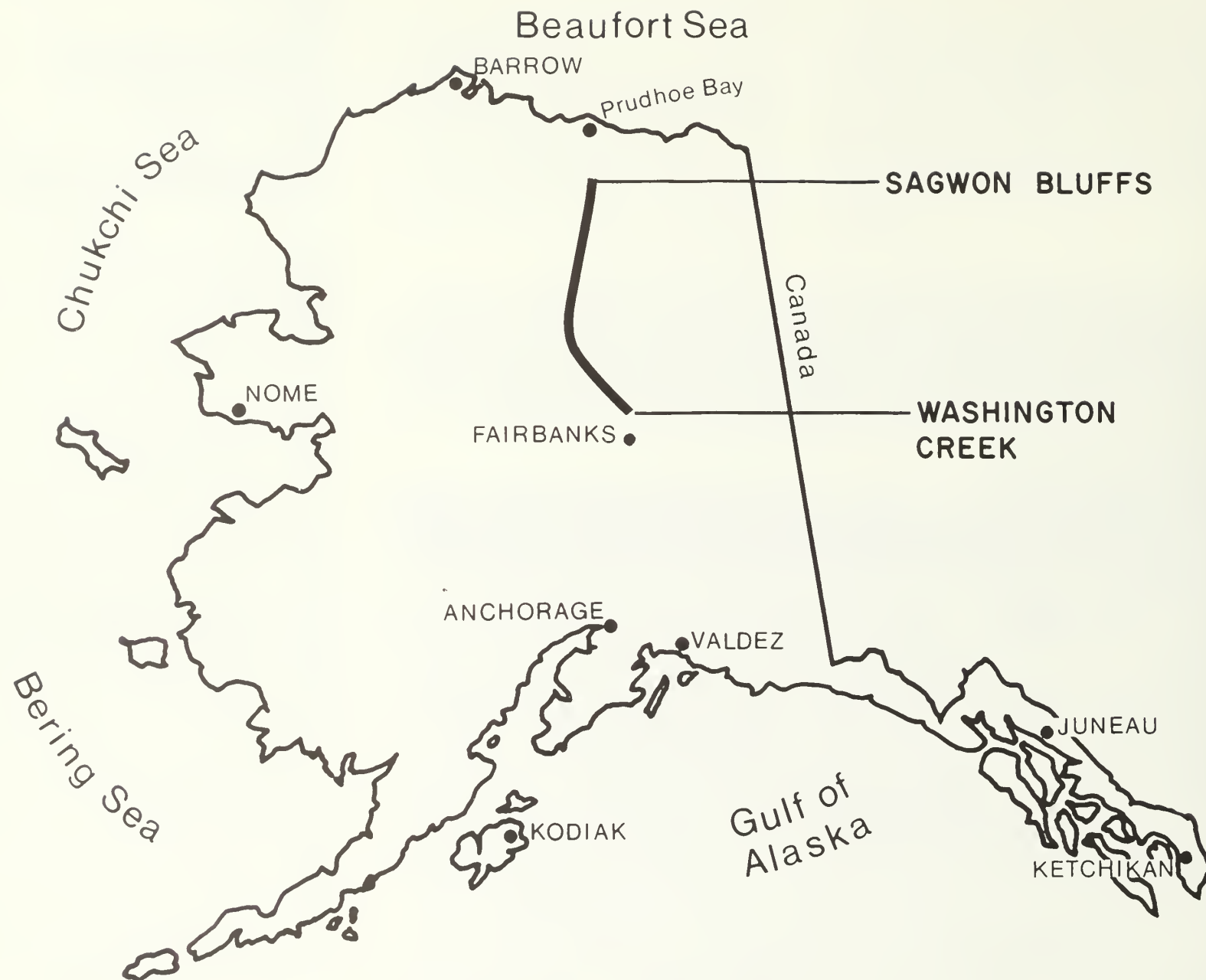
CONFLICT: Adequate supplies of winter water are necessary to maintain sufficient oxygen levels in fish overwintering areas. Water is needed for industrial use.

QUESTION: Where should water be obtained to meet industrial needs within the Corridor?

These conflicts, and others, exist in the preliminary planning stages of land use. In some instances, a decision could be made that results in the exclusion of one land use and adoption of another. In other cases, following further study and public involvement, both land uses may be adopted, but in ways that are different from those proposed originally.



General Description



The portion of the Utility Corridor considered in this plan is a narrow strip of land stretching from the Arctic foothills in the north to Washington Creek in the south. Throughout the remainder of this booklet, this portion will be called simply the "Corridor." Approximately 336 miles long, the Corridor varies in width from 12 miles to 24 miles.

About 450 of the 3,617,280 acres in the Corridor, which is designated as a north-south utility and transportation corridor, are not owned by the Federal Government.

Forty-two percent of the trans-Alaska pipeline, which lies on a 54-foot right-of-way leased from the Federal Government, winds through this portion of the Corridor. The pipeline is one of two major construction projects lying within the Corridor. The other is the Haul Road. Completed in 1974, the Haul Road is a 28-foot-wide, all-weather gravel highway built to supply pipeline construction needs. It extends from the Elliot Highway near Livengood to Prudhoe Bay.

Landscape within the Corridor is described in three physiographic provinces:

Intermontane Plateaus: This region lies between the Alaska and Brooks Mountain Ranges and consists of spruce, birch and aspen forests in the valleys of the Yukon, Koyukuk and Dietrich Rivers.

Elevations range from 1000 feet in the valleys to 6400-foot-high mountains with treeless tundra occurring above 2000 feet.

Dominant land features include Wickersham Dome, Yukon River, Fort Hamlin Hills and Caribou Mountain.

Brooks Range—Also called the Arctic Mountain Province, this is an extension of the Rocky Mountains. Its seemingly endless, barren, rugged peaks reach 7000 feet.

Vegetation is primarily alpine tundra, which consists of dwarf birch, willow and low heath shrubs. Also present are lichens, grasses, sedges and forbs.

Major land features include Sukakpak Mountain, Chandalar Shelf, Continental Divide and Atigun Canyon.

Brooks Range Foothills—These treeless rolling hills are also called the Arctic Foothills Province.

These foothills melt into the Arctic Coastal Province with vegetation consisting primarily of moist tundra composed of dwarf shrubs, sedges, cotton grass tussocks, mosses and lichens.

Significant land features include the Sagavanirktok River and Sagwon Bluffs.

Wildlife

A rich assortment of wildlife inhabits most of the Corridor. Animals include moose, bear, caribou, Dall sheep, wolves and other smaller mammals and birds.

Twenty species of fish are known to inhabit waters of the Corridor. Except for areas near the pipeline and the Haul Road, a complete inventory of wildlife habitats is not available. Information on wildlife is still being collected by the Alaska Department of Fish and Game, Joint Fish and Wildlife Advisory Team, University of Alaska, Bureau of Land Management and others.

Grazing

Little economic potential exists within the Corridor for domestic livestock grazing. However, some potential does exist for pack animal grazing.

High costs of shelter, veterinary service and feed discourage raising of domestic livestock.

Rehabilitation area along Haul Road



Agriculture

No extensive farming is practiced in the Corridor but some cleared land associated with earlier homesteading exists south of Livengood. A few home gardens exist in the Livengood and Wiseman areas.

Forestry

Development of a forest industry within the Corridor has been hindered by many factors, including transportation. Commercial sawlog timber is limited to white spruce occurring within a few river valleys.

Minerals

Even though oil flows through the pipeline, mineral potential within the Corridor is for the most part undetermined. Environmental concerns, isolation and withdrawal of land from new mineral entry have been major barriers to mineral exploration and development since 1968.

Recreation

Recreational uses within the Corridor are currently limited to the area south of the Yukon River, where public roads provide access for fishing, hiking, camping, hunting and other activities. The area north of the Yukon River is closed to hunting and fishing within 5 miles on either side of the pipeline. Prior to pipeline construction, lands were open to these uses.



Major Issues

Ownership of Adjacent Lands

Lands adjacent to the Corridor are owned by the Federal Government, the State of Alaska and Native Corporations. Corridor land use may relate to the use of adjoining lands.

Federal

The proposed Gates of the Arctic National Park lies adjacent to the Corridor for 54 miles in the Brooks Range. The proposed Yukon

Flats National Wildlife Refuge borders the Corridor for a 20-mile section near the Yukon River. Depending on the final Congressional decision on d-2 lands, the Corridor may become a major point of public contact and support area for public uses of the proposed park and refuge.

State

State lands selected for future use may require commercial or private use of the Haul Road or other Corridor facility services.

Native Corporations

The Arctic Slope Regional Corporation has selected a large block of land north of the Brooks Range. Doyon Corporation has chosen a small block of land south of the Brooks Range. Resource development by Native corporations may require access to the Corridor and Haul Road.

Haul Road

Future use of the Haul Road is the single most important factor in determining uses for the Utility Corridor, particularly for the area north of the Yukon River. Corridor lands south of the Yukon are accessible by public roads. The Haul Road provides the only surface route to the North Slope.

In September 1976, Governor Jay S. Hammond issued a policy statement on the Haul Road. This policy directly affects BLM's land use planning as it outlines the future use of the road, thus affecting the use of Corridor lands. Two major conditions of use of the road were discussed in the Governor's policy statement and are reflected in BLM's land use opportunities:

(1) Industrial Use of Road

During development of the Prudhoe oil field and construction of the gas line, the road will be open to only resident miners and the oil and gas industry.

(2) Public Use of Road

After peak industrial demands for the road have subsided and adequate planning has taken place, the road will be open for public use on a gradual, well-planned basis.

To consider the above conditions, proposed land uses have been discussed as follows:

1.

South of the Yukon River
Currently open to industrial and public use

2.

North of the Yukon River
Industrial Use of Haul Road

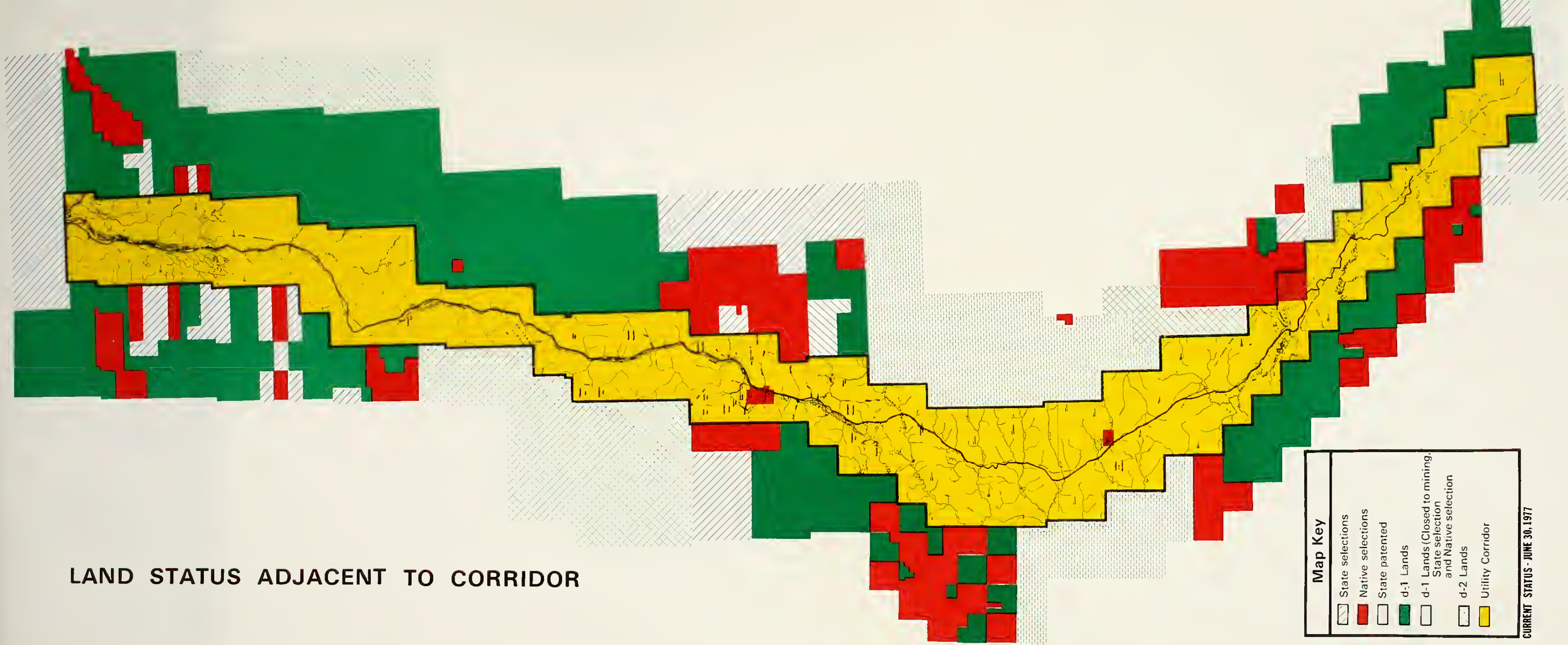
3.

North of the Yukon River
Public Use of Haul Road



Cabin in Livengood

LAND STATUS ADJACENT TO CORRIDOR



Map Key	
	State selections
	Native selections
	State patented
	d-1 Lands
	d-1 Lands (Closed to mining, State selection and Native selection)
	d-2 Lands
	Utility Corridor

CURRENT STATUS - JUNE 30, 1977

LAND STATUS MAP

Resource Activities

Lands

Minerals

Range and Forestry

Watershed

Recreation

Wildlife and Fisheries

Lands

Description

Approximately 3.6 million acres are included in the Utility Corridor. All but approximately 450 acres are owned by the Federal Government. A right-of-way, 54 feet wide, is leased to Alyeska Pipeline Service Company for the oil pipeline.

The Corridor was designated a north-south utility and transportation corridor by Public Land Order 5150.

Objective

The objective of the Lands Activity in the Corridor is to meet public needs for land for such purposes as urban development, open space, rights-of-way for roads and utilities, agriculture and industrial and commercial development.

Yukon River bridge



Proposals

South of the Yukon River

1. Livengood Homesites

An area near Livengood has potential for homesites. Such use would require classification before disposal.

2. Agricultural Development

Identify agricultural potential south of the Yukon and classify any lands with agricultural potential for homesteading, unless substantial evidence indicates that such use would be contrary to the public interest.

3. Rampart Dam Withdrawal

The Rampart Dam withdrawal was set aside in 1963 and is still in effect. Any land use proposals within the area must consider the restrictions imposed by the withdrawal. Numerous homestead applications and Native Allotments conflict with the withdrawal. Also falling within the withdrawal is the proposed Yukon Flats Wildlife Refuge.

4. Transportation

Corridor lands were set aside to meet north-south transportation needs. These needs should be channeled into the Corridor.

North of the Yukon River

Industrial Use of Haul Road

1. Road Travel Services

Services for fuel, maintenance, food, lodging, etc., for the trucking industry will be needed. Locations can be provided through leases, state selection or concessionary arrangements.

The most suitable places for these services are the construction camps at Five-Mile, Prospect, Dietrich, Galbraith and Happy Valley. Improvements in these camps should be considered for retention, with the remaining construction campsites rehabilitated.

2. Airports

Permanent State of Alaska airports exist at Prospect, Dietrich and Galbraith. The Alyeska airport at Happy Valley should be considered for transfer to the State of Alaska to provide air transportation to service areas.

BLM administrative sites have been reserved at each State airport. Fire Management activities are proposed at Prospect Airport.

All other airports can be either abandoned or rehabilitated.

3. Pipeline Maintenance

The operation and maintenance of the pipeline will be a continuing activity.

The maintenance of access roads, pipeline pad and pump stations will require continued use of certain gravel pits which have been identified by Alyeska.

4. Highway Maintenance Camps

State highway maintenance camps are proposed for the Five-Mile, Toolik, Happy Valley and Prospect locations.

5. Rights-of-Way for Access to the Haul Road

The option of allowing future roads to link with the Haul Road should be reserved. These needs have been identified in previous State and Federal transportation plans. The proposed rights-of-way for lateral roads include:

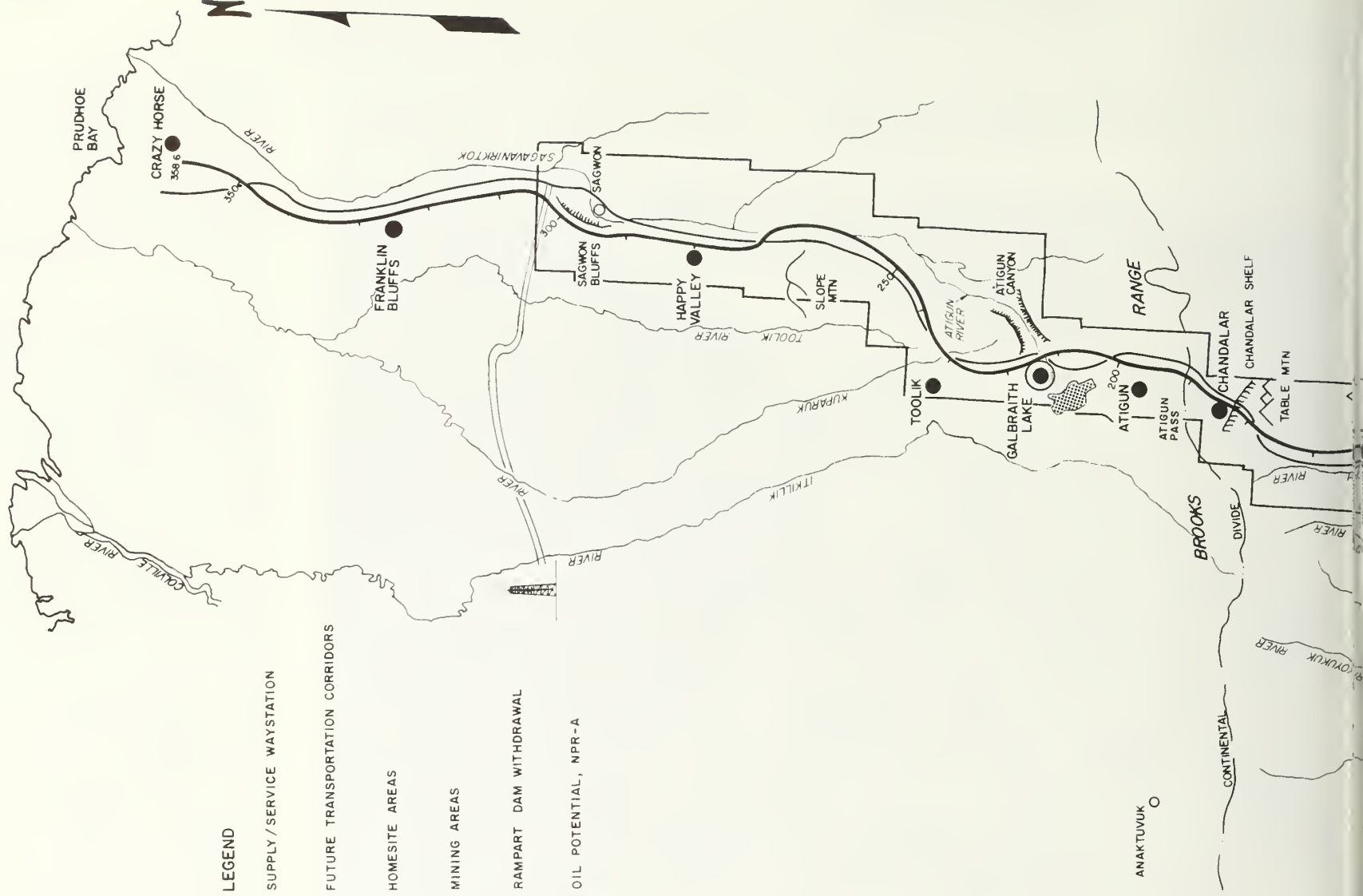
(a) Prospect to Bettles—The Haul Road is within 30 miles of Bettles. Prospect would likely become a highway junction after completion of a road to this community and a possible route extension to the west, perhaps to Nome and Kotzebue. This route has been under consideration by the State.

(b) Coldfoot to Chandalar—Chandalar is an important mineral area within easy access of the Haul Road.

(c) Happy Valley to Umiat—This would serve oil and gas development in the southern portion of the National Petroleum Reserve-Alaska (NPR-A).

(d) Yukon Crossing to Stevens Village—This would serve future surface transportation needs to nearby Stevens Village.

ARCTIC OCEAN



LEGEND

● SUPPLY / SERVICE WAYSTATION

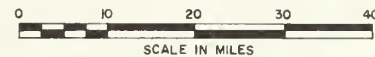
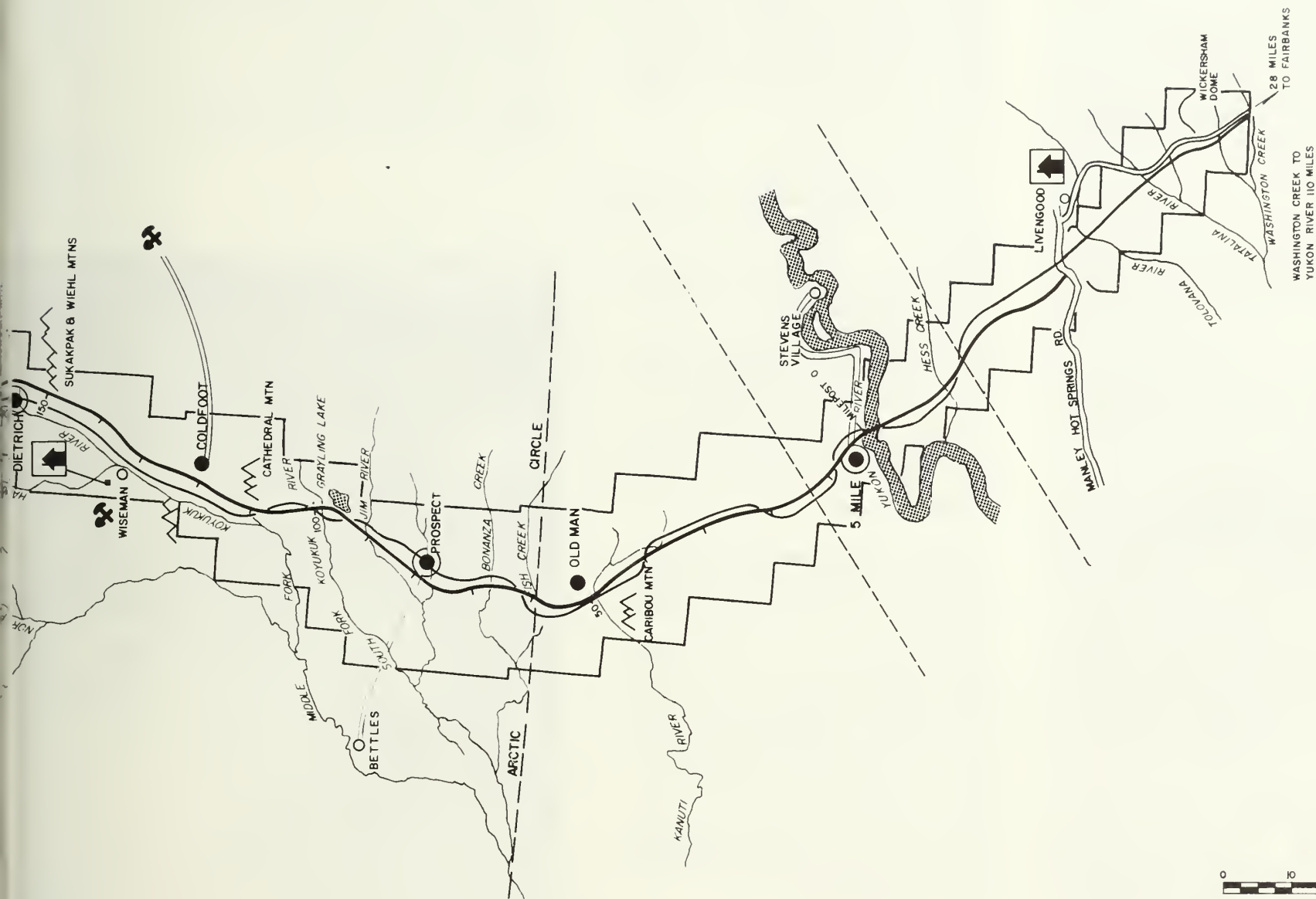
— FUTURE TRANSPORTATION CORRIDORS

■ HOMESITE AREAS

✕ MINING AREAS

--- RAMPART DAM WITHDRAWAL

■ OIL POTENTIAL, NPR-A



Lands

6. Communication Sites

Manage communication sites to minimize environmental impacts.

7. Agricultural Development

Development of agriculture north of the Yukon River valley is not recommended because of limiting climate and permafrost soils.

North of the Yukon River

Public Use of Haul Road

The management recommendations for the Lands Activity include all of the recommendations under *Industrial Use of the Road*, plus:

1. Five-Mile Camp Services

Except for barge landing permits and recreational uses, restrict development at the Yukon Crossing in favor of nearby Five-Mile Camp, an existing facility with an airstrip. Public services located at Five-Mile Camp would prevent unnecessary degradation of the crossing, leaving the area in its natural, undisturbed setting. Services could be allowed to develop through leases or concessionary arrangements at, or near, Five-Mile Camp.

2. Community Needs

Further evaluation of soils and other environmental factors is needed in regard to the possibility of community development near the Yukon Crossing.

Potential development needs at Yukon Crossing indicate that a new permanent community near this location is an alternative. If this should happen, land can be made available to the State of Alaska for the design and development of community needs such as residential areas, schools, streets, barge docking, etc.

3. Road Travel Services

Services for fuel, maintenance, food and lodging by the traveling public will be needed.

Locations can be provided for service facilities through leases, state selection or concessionary arrangements.

The most suitable places for these services are the present construction camps at Five-Mile, Prospect, Dietrich, Galbraith and Happy Valley. Existing improvements such as water, sewage disposal and buildings should be retained by BLM. The remaining camps should be removed and their sites revegetated.

4. Public Vehicle Access Restrictions

Off-road vehicle (ORV) restrictions are proposed for land adjacent to the pipeline right-of-way.

ORV access near the pipeline could cause permafrost degradation and subsequent sinking of pipeline support structures. Until suitable off-road vehicle trails can be identified, established and managed, restrictions should be applied for the protection of environmental quality.

Some ORV's can be damaging to terrain (especially during the summer season), and these uses should be regulated for protection of arctic ecosystems.

5. Wiseman Development

Permit long time owners of cabins constructed on public lands in Wiseman prior to the Utility Corridor withdrawal of December 28, 1971, to acquire land tenure.

Historical values can be protected best by making land tenure available to present cabin users in Wiseman through life estates, leases or locations under the Homesite Law.



Area of Livengood

Minerals

Description

Lands within the Corridor may contain a wide variety of minerals, including: gold, antimony, silver, tungsten, lead, copper, zinc, phosphate, mercury, coal, limestone, oil, oil shale and natural gas.

At present, much of the mineral potential within the area of the Corridor is unknown. Environment, isolation and land status are barriers to future mineral development.

Objective

The objective of the Minerals Activity within the Corridor is to provide for access, exploration and development of the mineral resources in harmony with other uses.

South Fork Koyukuk River



Proposals

The following proposals apply to the Corridor north and south of the Yukon River, as indicated, and under either use of the Haul Road.

1. Galbraith Lake and Northward

This area should remain active as a mineral management area with exploration and development allowed to occur. Known mineral potentials include coal, oil shale, natural gas, phosphate and limestone.

2. Livengood to Wiseman

This area should remain active for metallic mineral production. Placer gold production is continuing in the Wiseman and Livengood areas. The area between Wiseman and Livengood contains four major mineral provinces which cross the Corridor. High potential exists in this area for gold, silver, copper, lead, zinc and antimony.

3. Access Routes

Access routes from the Haul Road should be identified to allow probable mineral development outside the Corridor. Specific areas include:

- (a) Glacier River (west of Wiseman)
- (b) Bob Johnson lake, previously known as Big Lake (east of Wiseman). *(Both of these are Native-selected lands with known mineral potential.)*
- (c) Yukon Basin and Kanuti Basin *(These basins have potential for oil and natural gas development and pipelines to the Corridor could be constructed.)*

Dietrich River

4. Gravel Extraction

Gravel pits identified for pipeline and road maintenance should receive first priority for use before new pits are opened. Sand and gravel are critical for the maintenance of the Haul Road and pipeline, plus possible construction of future pipelines.

5. Identification of Gravel Sources

Gravel sources for maintaining the Haul Road and for use in future pipeline construction should be identified. Studies should be conducted to determine the allowable yield of gravel from streams.



ARCTIC OCEAN

LEGEND

PROVINCE CONTAINING KNOWN
COAL RESOURCES

PROVINCE CONTAINING KNOWN
OIL & GAS STRUCTURES

PROVINCE CONTAINING KNOWN
OIL SHALE DEPOSITS

METAL PROVINCE -
Au, Sb, W

METAL PROVINCE -
Cu, Pb, Zn

METAL PROVINCE -
Au, Sn, W, Pb, Zn, Cu, Mo, U

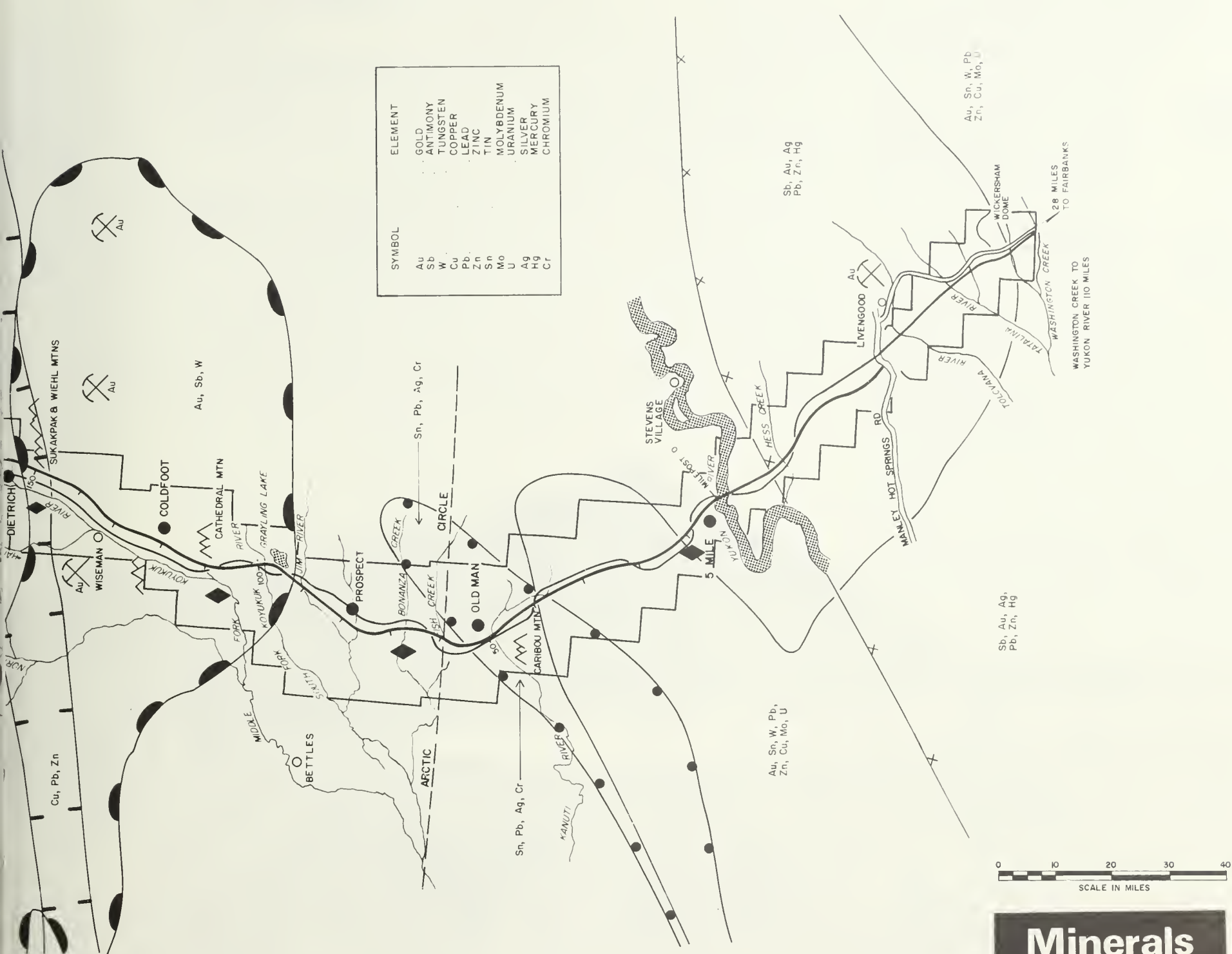
METAL PROVINCE -
Sb, Au, Ag, Pb, Zn, Hg

METAL PROVINCE -
Sn, Pb, Ag, Cr

MINING ACTIVITY AREA
WITH COMMODITY DESIGNATED

RIVERS IDENTIFIED AS VALUABLE
FOR SAND & GRAVEL





Minerals



Range

Description

At present, there is no domestic livestock grazing in the Corridor except for some occasional use by pack animals. Only limited economic potential is seen for future range use within the Corridor. Seasonal use of horses associated with guiding operations appears to have potential. Utilization of range by other forms of domestic livestock such as cattle, sheep, goats, reindeer, etc., appears economically unfeasible at this time.

Objective

The objective of the Range Activity in the Corridor is to identify suitable horse grazing areas and to provide for controlled pack animal grazing.

One of the headwaters of the Dietrich River and the Haul Road starting the lift onto Chandalar Bench



Proposals

North of the Yukon River

Industrial Use of Haul Road

1. No Grazing

No grazing of cattle, sheep, goats and reindeer should be permitted on Corridor lands while the area is being utilized for industrial use.

2. Grazing

Allow for seasonal horse grazing in support of guiding activities. Several guides operate in the area of the Corridor and potential for pack animal uses exist.

North of the Yukon River

Public Use of Haul Road

1. Grazing for Recreational Purposes

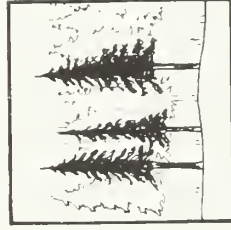
Grazing connected with recreational use and guiding activities could be permitted depending on public use of the Corridor. Potential grazing areas exist between Happy Valley and Caribou Mountain.



LEGEND

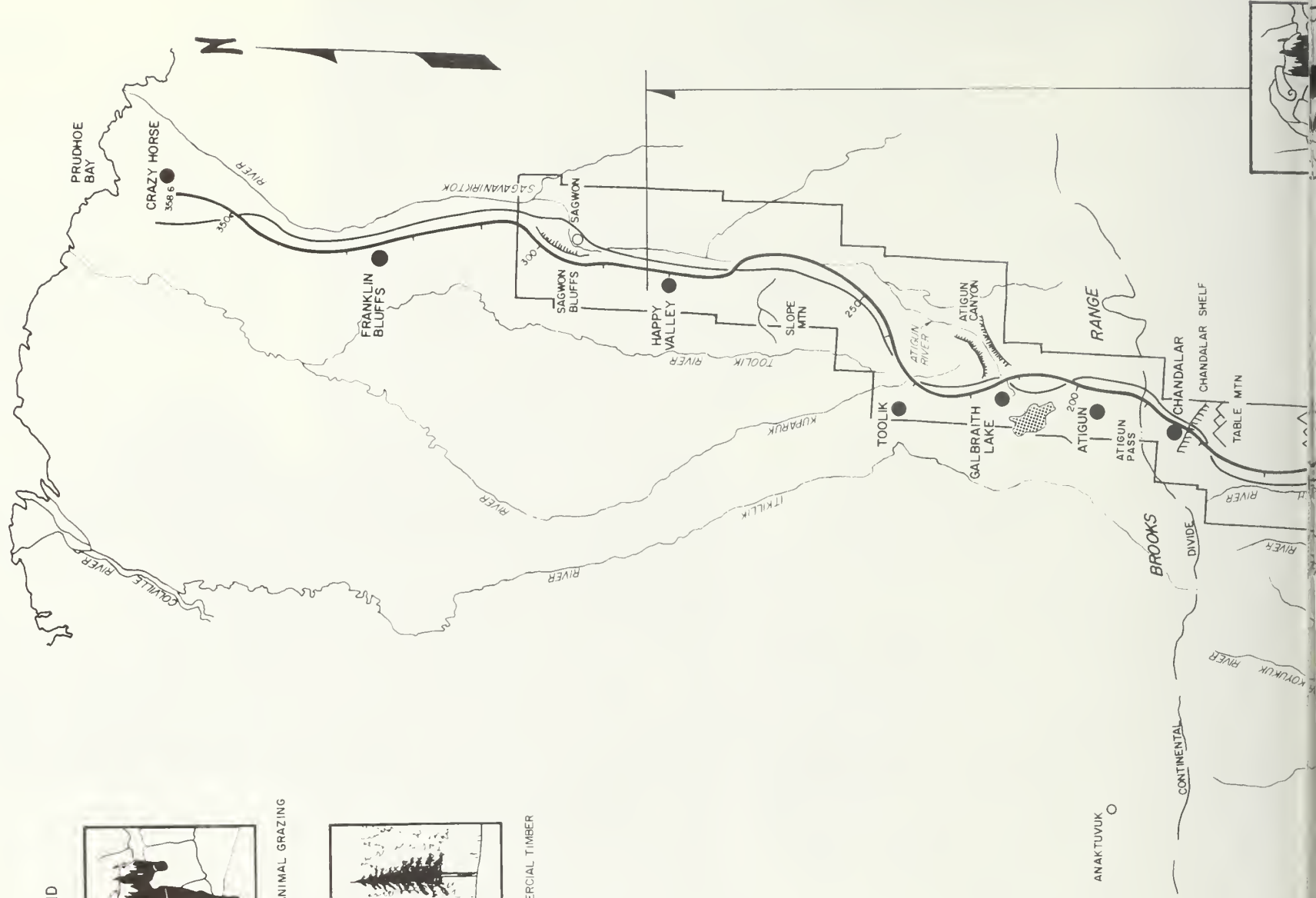


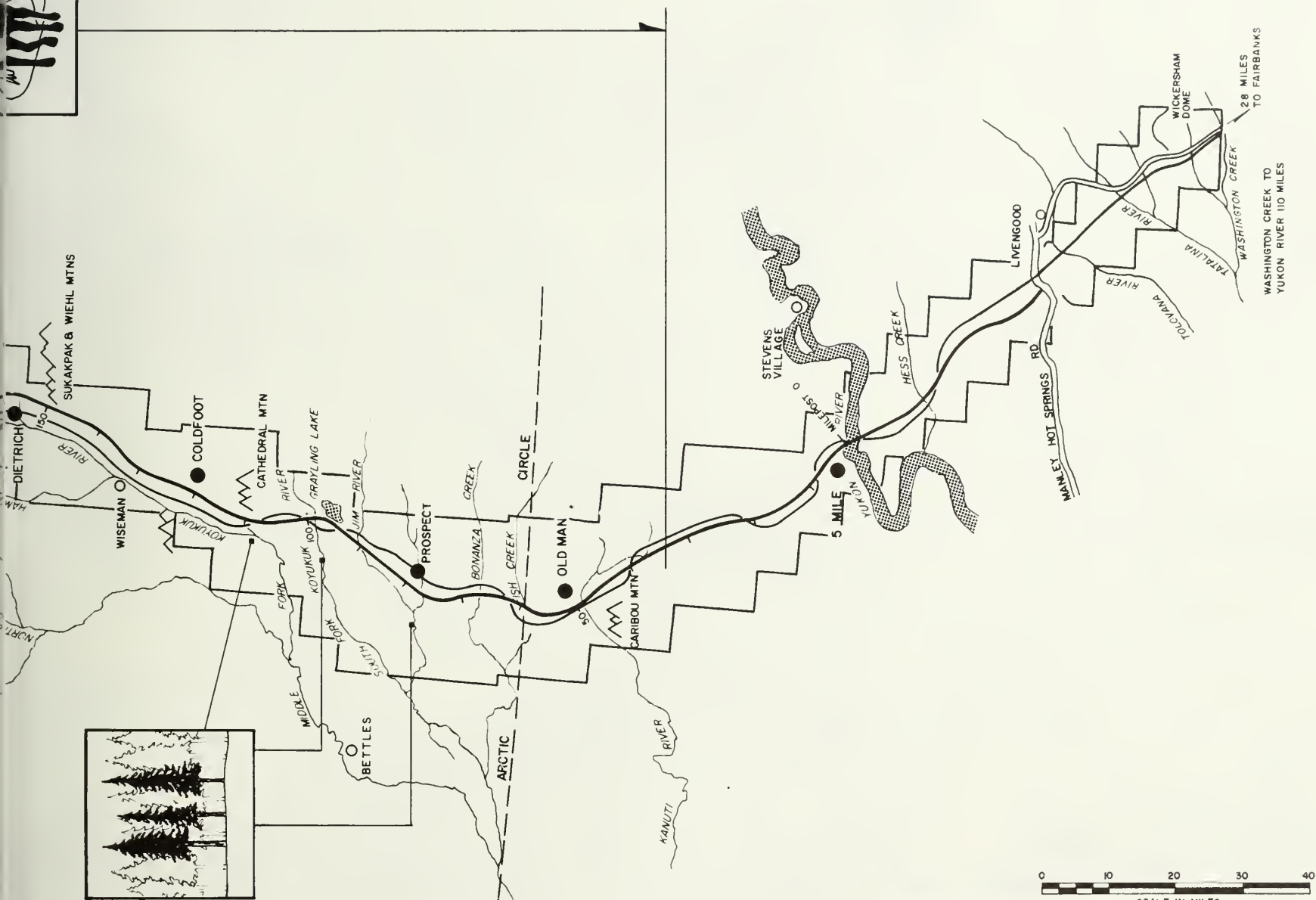
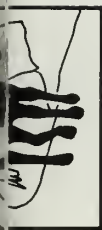
POTENTIAL PACK ANIMAL GRAZING



POTENTIAL COMMERCIAL TIMBER

ARCTIC OCEAN





Range and Forestry



Forestry

Description

The potential for commercial use of forest resources on Corridor lands is low.

Better and higher yielding forested areas are situated on State and privately owned lands close to high demand areas such as Fairbanks. These higher potential areas should be the first sources of any future forest products.

Objective

The objective of the Forestry Activity in the Corridor is to provide wood products to meet economic needs and demands.

Black spruce (foreground) and white spruce south of Hess Creek



Proposals

The following proposals apply to the Corridor north and south of the Yukon River and under either use of the Haul Road.

1. Local Use

Forest resources should be used to supply only local residents with noncommercial needs such as firewood and house logs. Potential areas where local use of forest products may take place include Livengood, Yukon Crossing and the Koyukuk drainage. Potential local users include residents of Stevens Village, Rampart, Bettles, Livengood and Wiseman.

2. Commercial Sales from Salvage

Allow sale of salvage timber resulting from future industrial construction, fires or insect damage.

White spruce along Tolovana River





Watershed

Description

Many of the soils and substrates in the Corridor are composed of, or contain, ice-rich silts and clays. These fine-grained materials are protected from thermal degradation and erosion by vegetation and a layer of organic material. In many areas, compression of the insulating vegetative mat can result in elevated ground temperatures, melting of ground ice and erosion. Erosion occurring near streams and lakes usually results in water pollution by silt and, eventually, sedimentation.

Areas along streams and rivers are subject to natural seasonal flooding which poses a hazard to human life and property if development occurs in the flood plain.

Vegetation on much of the Corridor consists of a mosaic of plant communities which have developed under the influence of fire. The majority of interior Alaska has been burned over in the last 250 years. Exclusion of fire for lengthy periods of time can have detrimental effects. For example, an accumulation of organic material, which insulates the ground surface, can cause a decrease in the thickness of the seasonal thaw layer. As a result, there may be stagnation of plant growth and eventual changes to less desirable vegetation types.

Objectives

The objectives of the Watershed Activity are to maintain plant cover on watershed areas to prevent erosion, to conserve soil productivity and to maintain, or restore, water quality to its natural condition.

Rehabilitation area and water bar



Proposals

The following proposals apply to the Utility Corridor north and south of the Yukon River under either use of the Haul Road.

Area numbers within proposals refer to locations on the accompanying map.

1. Stream Buffer Areas

A minimum 300-foot strip of undisturbed vegetation should be left adjacent to all streams to protect stream banks and reduce the silt load of inflowing water.

2. Construction and Development

Allow construction and development using only approved arctic construction techniques.

3. Off-Road Vehicles

(a) Allow small snowmachine use on 10 inches or more of snow cover.

(b) In Area 1, regulate the use of off-road vehicles, except small snowmachines, with a permit system. Restrict summer use to low ground pressure vehicles with a limited number of passes. Many soils are fine-grained with shallow thaw layers above permafrost which are easily eroded.

(c) Exclude off-road vehicles, except small snowmachines, in Area 3. Steep slopes and rough terrain, though not highly erodable, contain enough fine materials to cause water pollution if the vegetation is disturbed. Valley bottom soils are poorly drained, gravelly silt loams with shallow permafrost. These are subject to solifluction and erosion if disturbed.

(d) In Area 4, restrict the use of off-road vehicles and other surface disturbing activities, except small snowmachines, to knolls, ridge tops and upper portions of south slopes. A permit system should be used to control these activities. Soils on other areas are poorly drained with shallow thaw layers above permafrost. Disturbance, or removal of the vegetative mat, will probably result in permafrost degradation.

(e) Exclude off-road vehicles, except small snowmachines, in Area 6. Closely regulate all activities which could result in disturbance of the equilibrium of the vegetation-soils-permafrost complex. Soils are poorly drained and loamy or peat with shallow thaw layers above permafrost. Soil surveys rate these areas as severely limited for all uses.

(f) Close the Washington Creek Ecology-Fire Experimental Area (Area 7) to all off-road vehicles. Vehicles should be used only on established roads and trails. This restriction is to protect the integrity of research and study sites.

4. Vegetation Study Areas

Protect the following areas from disposal or surface disturbance by posting or special designation:

(a) Washington Creek Ecology-Fire Experimental Area (Area 7)

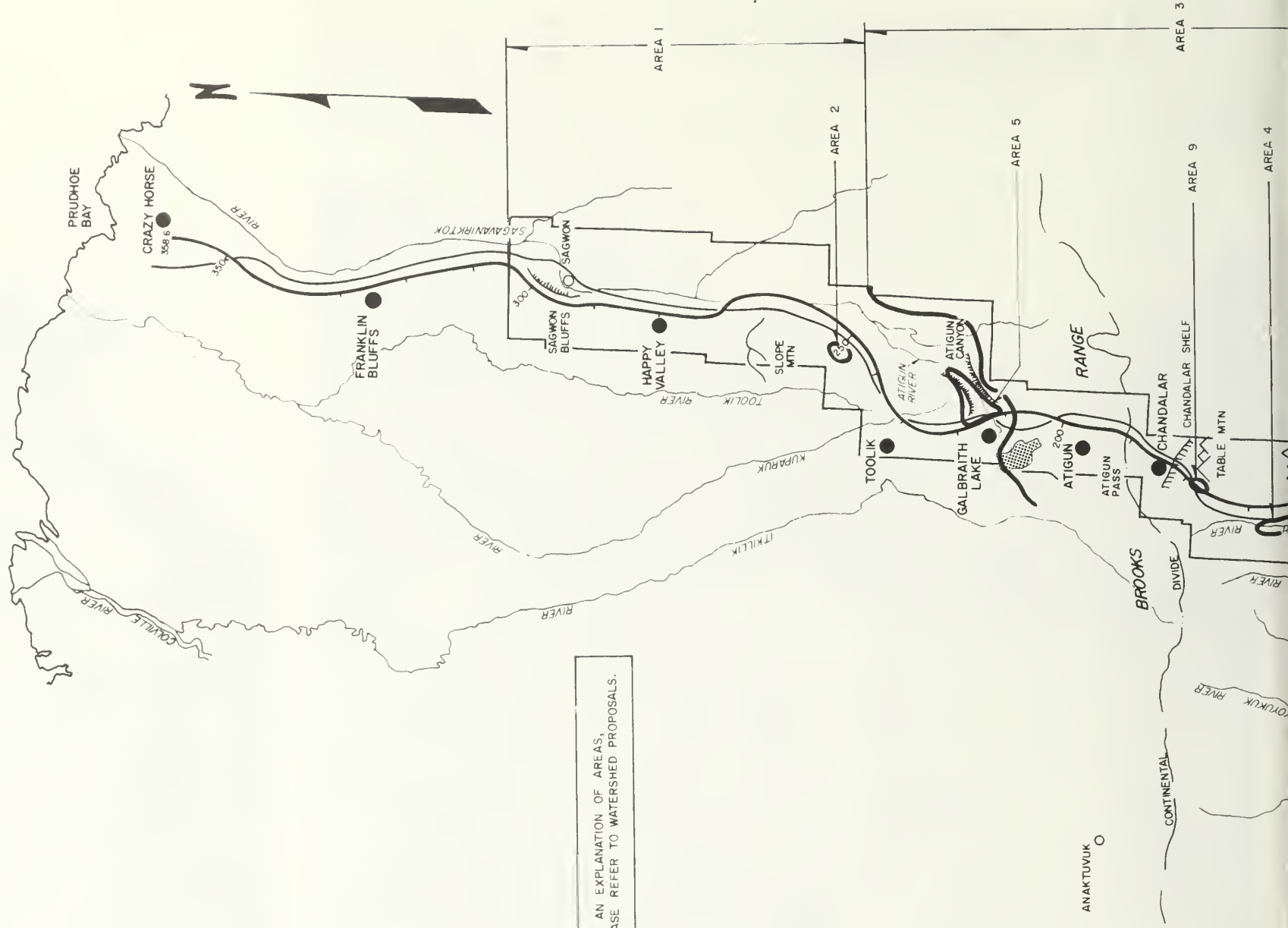
(b) Northernmost spruce stand in the Corridor (Area 9)

(c) Revegetation study plots near Hess Creek, Fish Creek, Galbraith Lake and Happy Valley

Exposed permafrost



ARCTIC OCEAN



NOTE FOR AN EXPLANATION OF AREAS,
PLEASE REFER TO WATERSHED PROPOSALS.

(d) Rare plant areas around Sukakpak and Wiehl Mountains (Area 8), Atigun Canyon and Galbraith Lake (Area 5), and Slope Mountain (Area 2)

(e) Areas which may be found to contain endangered or threatened plant species

5. Controlled Burning

A management plan should be developed for the Corridor to provide for the rejuvenation of all fire-oriented taiga ecosystems by controlled burning.

Fire plays an important role in maintaining the health of taiga ecosystems. However, fire should not be allowed to burn uncontrolled near areas of development.

6. Flood Hazard Zones

Determine the limits of flood hazard zones on all streams and rivers near proposed developments. Regulate uses on these flood hazard areas as required by Executive Order 11296 to prevent water pollution, economic loss and to protect human life.

7. Water Monitoring

Monitor water quality near surface disturbance sites during and after disturbing activities to insure compliance with set standards.

Off-road vehicle damage on North Slope



Recreation

Description

Lands within the Corridor have potential for a wide variety of public recreational uses. Some of these include: boating, scenic and wildlife viewing and photography, hiking, camping, fishing, hunting and off-road vehicle use.

Natural, historical and archeological features with scientific and public interest values are present. Some rivers within the Corridor may qualify for inclusion in the Wild and Scenic Rivers system.

The Corridor may also provide access to the Gates of the Arctic National Park, which is proposed on land adjacent to the Corridor.

Future recreational uses within the Corridor, particularly that portion north of the Yukon River, will depend on public use of the Haul Road. Areas south of the Yukon are presently available and accessible by public roads.

Objective

The management objective of the Recreation Activity is to make available to the public a variety of recreational opportunities while minimizing any detrimental effects on use of the environment.

One guideline for all recreational facility development is to make use of existing disturbed areas—such as construction campsites, gravel pits and access roads—rather than disturb new areas.

Mountains in Dietrich area



Proposals

South of the Yukon River

1. Interpretive Exhibits

Interpretive exhibits are proposed at road-side rest stops and parking areas. Proposed locations are:

(a) Wickersham Dome—An exhibit related to the Corridor and its purposes

(b) Grapefruit Rocks—A geological exhibit on the Tolovana limestone formation

(c) Livengood/Tolovana—Historical interpretation of early gold mining at Livengood and a foot trail from a parking area to a restored section of the old wooden Tolovana Tramway

2. Campgrounds

(a) Hess Creek—A campground should be developed here as soon as possible. This site offers fishing and boating opportunities.

(b) Tolovana River—This campground should be relocated and expanded.

3. Yukon River Crossing Area

A visitor information center, campground and boat launching facilities should be developed as soon as practicable. This area is presently accessible by public roads.

(a) Visitor Information Center—This facility could be a combined effort with other agencies such as the National Park Service and the U.S. Fish and Wildlife Service which are involved in the management of lands within the Corridor, or on adjacent lands. It is a possible site to explain the trans-Alaska pipeline construction and environmental considerations incorporated into the project.

An interpretive exhibit at a river overlook could explain the role of the Yukon River in early settlement and development of the area, including Native and early gold mining activities.

(b) Campgrounds and Boat Launching Facilities—These facilities could be developed on the south side of the river. This development is of high priority because of existing public use and demand. Environmental degradation is highly probable without proper facilities.

North of the Yukon River

Industrial Use of Haul Road

A primary management objective for recreation with the road open to industrial use only is to protect the potential recreational resources. All actions taken should consider the future effects on recreational potential under public use.

Under current Haul Road use, recreation is limited. Some recreational use would occur with access by aircraft, but limited action would be required by BLM to manage this widely dispersed recreational use.

1. Airstrip Sanitary Facilities

Toilet facilities and garbage disposal at staging/camping areas for fly-in recreationists should be provided at the Five-Mile, Prospect, Dietrich, Galbraith and Happy Valley airstrips.

2. Rest Areas

Rest stop areas for industrial traffic should be provided every 20 to 30 miles. Each should provide vehicle parking, sanitary facilities and litter receptacles.

The rest stops should be located on the following sites, which were disturbed during pipeline construction: Ray River, Olsons Lake, Gobblers Knob, Coldfoot, Atigun Pass and Oksrukuyik.

3. Services

Fuel, food, rest rooms and lodging should be available in commercial facilities to industrial users of the Haul Road. These facilities located at, or near, the Yukon Crossing, Dietrich Campsite and Galbraith should be operated under a concessionary contract with BLM.

Facilities should be located on sites already disturbed by pipeline construction.

North of the Yukon River

Public Use of Haul Road

BLM's management objective for the Haul Road under public use would be to provide the visitor with opportunities to engage in a variety of outdoor recreational activities. Facilities should be expanded to meet increased demands.

1. Services

Services such as food, fuel and lodging should be provided through concessionary contracts at Yukon Crossing, Prospect, Dietrich, Galbraith Lake and Happy Valley. Locations should utilize existing construction campsites to avoid new surface disturbance.

2. Off-Road Parking

Abandoned material sites at Ray River, Olsons Lake, Gobblers Knob, Coldfoot, Atigun Pass and Oksruktyk should be utilized for parking areas and furnished with sanitary facilities and litter receptacles.

3. Interpretive Services

Interpretive services to provide information on natural, historical and archeological features should be initiated.

4. Visitor Services

Visitor protection and emergency assistance services—such as first aid and search and rescue—should be provided by uniformed BLM personnel. These services should be available from road patrols and public contact stations. Additional public contact could be provided through a radio

system using an assigned AM broadcast frequency which could be picked up on car radios. This system could be used to broadcast interpretive, informational and emergency messages.

5. Signing and Exhibit Systems

Interpretive and visitor services should also include a signing and exhibit system incorporated in the rest stops, waysides and campgrounds:

(a) *Olsons Lake*—A scenic waterfowl viewing area

(b) *Arctic Circle*—The theoretical beginning of the arctic, situated at 66°33'N latitude

(c) *Grayling Lake*—A waterfowl observation area

(d) *Coldfoot*—An early gold mining area with an old cemetery

(e) *Wiseman*—Considered by some to have the best examples of surviving early gold mining camps in Alaska, this area has been nominated to the National Register of Historic Places.

(f) *Sukakpak Mountain*—Scenic area which has geological and botanical interests

(g) *White Spruce Stand*—A natural history feature with the northernmost stand of white spruce in the Corridor

(h) *Atigun Pass*—Continental Divide in the Brooks Range and highest point on the Haul Road

(i) *Galbraith Lake*—A good opportunity to interpret the arctic ecological systems

Archeological dig on the Kame which later became the material site for Pump Station 5 near Prospect



(j) *Gallagher Flint Station*—A chert chipping and wildlife lookout station used by early man

(k) *Happy Valley*—Several examples of the arctic phenomena, including pingos, polygons and ice wedges

6. Wild and Scenic Rivers

Two rivers have high potential for inclusion for management under the Wild and Scenic Rivers Act. They are:

(a) *Middle Fork of the Koyukuk*—This section of river should be managed as a scenic river with points of access provided at Coldfoot and Dietrich.

(b) *Sagavanirktok River*—This river should receive additional study before it is formally nominated. In the interim, the river should be managed to protect its values as a National Recreational River.

7. Campgrounds

Campground sites should be at, or near, Prospect, Dietrich and Galbraith Lake. Overnight camping, parking, sanitary facilities and garbage disposal should be provided. These sites would make use of areas disturbed during pipeline construction.

8. Gates of the Arctic National Park

The proposed Gates of the Arctic National Park is within hiking distance of the Haul Road. The National Park Service has expressed an interest in locating public contact facilities in the Corridor.

These facilities should be located in conjunction with BLM and other agency facility needs at the Yukon Crossing or Prospect.

9. Off-Road Vehicles

Initially, off-road vehicle use should be limited to winter. Damage to the permafrost insulating layers of vegetation is easily caused by off-road vehicles in summer. This causes permafrost to thaw and results in soil instability. Additional areas should be opened to ORV use in the future if studies indicate that it would be environmentally compatible.

10. Wilderness

No formal wilderness areas should be designated. The Corridor was established to serve the north-south transportation needs of Alaska. Additional disturbance by utility lines is likely.

Areas near the Corridor have been proposed for the Gates of the Arctic National Park and the Arctic National Wildlife Refuge Addition.

11. Archeology

An inventory of archeological sites in the Corridor should be completed as soon as practicable. Identified sites should be protected until they are excavated for scientific or interpretive purposes.

During pipeline construction, 400 archeological sites were identified and many are eligible for placement on the National Register of Historic Places. Nominations will

be made where proper. Several sites which are known to have high research potential should be protected and excavated when possible.

12. Visual (Scenic) Resources

Much of Alaska is basically undisturbed, therefore any changes can be magnified and dramatic.

The following are special considerations which are recommended in managing visual resources in the Corridor.

(a) *Scenic Corridor*—The area between Cathedral Mountain and Galbraith is of superior scenery and should be formally designated a scenic corridor.

Although the Corridor has a primary purpose to serve utility routings, the scenery can be maintained.

(b) *Wild and Scenic Rivers*—Those sections of the Sagavanirktok River and the Middle Fork of the Koyukuk that have potential for management under the Wild and Scenic Rivers Act should be managed to protect their scenic and recreational qualities.

(c) *Disturbed Areas*—Disturbed areas should be rehabilitated to lessen the effects of man-made intrusions.

ARCTIC OCEAN

LEGEND



SERVICE/SUPPLY WAYSTATION

INTERPRETIVE SITE

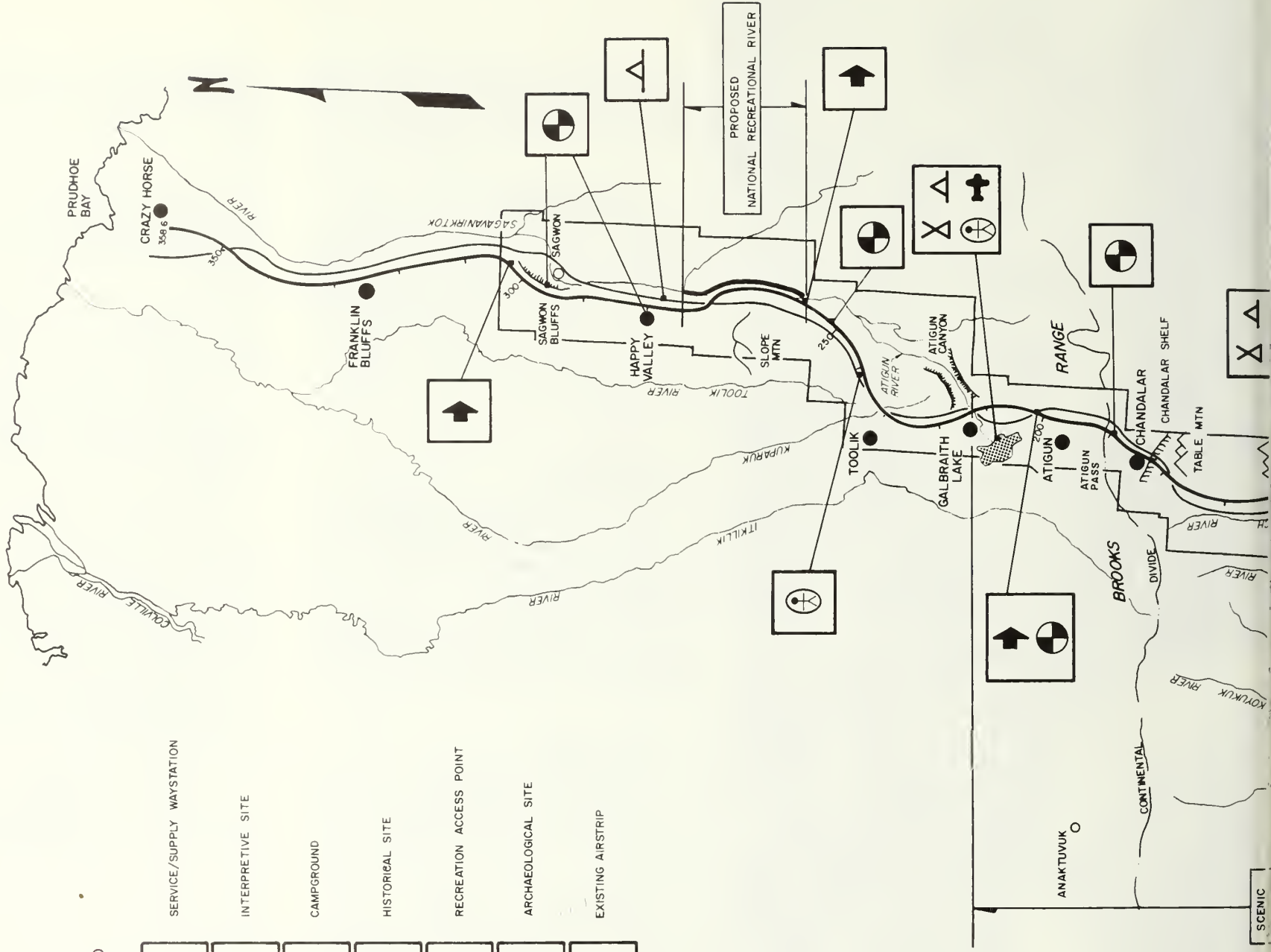
CAMPGROUND

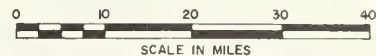
HISTORICAL SITE

RECREATION ACCESS POINT

ARCHAEOLOGICAL SITE

EXISTING AIRSTRIP





Recreation

Summary of Recreational Opportunities

South of Yukon River	Wayside	Interpre- tation	Campground	Boating Access	Visitor Center	Services	Airstrip Facilities
Wickersham Dome	●						
Hess Creek			★				
Grapefruit Rocks	●	●					
Livengood/Tolovana	●	●					
Yukon River	●	●	★	●	●	●	
North of Yukon River							
Five Mile							●
Ray River	★						
Olsons Lake	★	●					
Gobblers Knob	★						
Arctic Circle	●	●					
Prospect	●		●			●	●
Grayling Lake	●	●					
Coldfoot	★	●		●			
Tramway Bar	●	●					
Wiseman	●	●					
Dietrich	●		●	●		●	●
Sukakpak Mt.	●	●					
White Spruce	●	●					
Atigun Pass	★	●					
Galbraith Lake	●	●	●			●	●
Gallagher Flint Station	●	●					
Oksrukuyik	★						
Happy Valley	●	●				●	●
Sagwon Bluffs	★	●					

★ **FIRST PRIORITY FACILITIES:** These are needed to care for present resource use situations or would be first priority if road is open to the public.

WAYSIDES: This would include parking, sanitation facilities and litter barrels. They would not include overnight camping.

INTERPRETATION: This would include interpretive signs or exhibits explaining historic, natural history or geologic features to the traveler. These facilities would be coupled with wayside development.

CAMPGROUND: This would include facilities for overnight camping. (Tent or camper space, water sanitation, tables, fire pits.)

BOATING ACCESS: This includes road access, parking and ramp adequate for launching or taking boats out of the water.

SERVICES: This includes commercial services to provide gas, food and lodging to the trucking industry or visiting public.

VISITOR CENTER: This serves as a contact point with the public to provide information and orientation.

AIRSTRIP FACILITIES: This consists of minimal toilet facilities, garbage cans and staging/camping area for fly-in recreationists.

Wildlife and Fisheries

Wildlife

Description

Major wildlife in the Corridor includes moose, Dall sheep, caribou, black and grizzly bears, wolves, wolverine, fox, lynx, marten, upland game birds, raptors, waterfowl and songbirds.

Generally, wildlife habitats remain physically undisturbed by man, except for areas directly associated with the pipeline and Haul Road. Alyeska is restoring habitats altered during construction. Restoration includes planting streamside browse and revegetation of upland material sites.

The presence of man and associated facilities could alter behavioral patterns for some forms of wildlife such as caribou and grizzly bears. Attempts are being made to minimize these impacts as new facilities are constructed.

Objective

The objective of BLM's habitat management program for the Corridor is to protect, maintain, restore and improve wildlife habitats and to coordinate with the Alaska Department of Fish and Game in population management on Corridor lands.



Proposals

The following proposals apply to the Utility Corridor north and south of the Yukon River under either use of the Haul Road.

1. Denning Sites

Identify and protect bear, wolf and fox denning sites.

2. Garbage Disposal

Prohibit garbage disposal which attracts wildlife and can create animal nuisance problems.

3. Livestock Grazing

Prohibit domestic livestock grazing, except horses, on key big game ranges to eliminate forage competition, predator control problems and disease introduction.

4. Passageways

Continue to evaluate, in cooperation with the Alaska Department of Fish and Game, wildlife passageways over and under the pipeline and recommend modifications if necessary.

5. Forage

Establish condition and trend studies on moose, sheep and caribou ranges. This information is needed, for example, to formulate management decisions involving uses of fire to manipulate habitat and to determine impacts, if any, of horse grazing on wildlife habitats.

6. Aircraft Travel

Discourage low-level aircraft flights that could result in wildlife harassment.

7. Information and Education Programs

Develop, in cooperation with the Alaska Department of Fish and Game, an information and education program that identifies and assures protection of important ecosystem components and includes opportunities for viewing and photographing wildlife.

South of the Yukon River

Moose

1. Streamside Habitats

Protect streamside habitats at Hess and Washington Creeks and at Tolovana and Tatalina Rivers from physical destruction. Surface disturbances which cannot be avoided to accommodate new pipelines and roads should be revegetated with browse where possible.

These areas are used by moose on a year-long basis and are key habitats during winter stress periods.

2. Controlled Burns

Conduct studies to determine the feasibility of improving moose habitats through use

of controlled burns, thereby increasing carrying capacities.

Areas should be evaluated to determine favorable locations and eliminate conflicts with fire protection zones.

Waterfowl

1. Water Pollution

Protect drainages of the Tolovana, Tatalina and Yukon Rivers from petroleum pollution.

Alyeska Pipeline Service Company has developed an Oil Spill Contingency Plan



which includes pipeline monitoring and detection, pipeline shutdown, oil containment, cleanup and rehabilitation. Implementation of this plan during a spill should reduce detrimental effects of oil spills on downstream waterfowl concentration areas at Minto Flats and elsewhere.

Raptors

1. Land Use Restrictions

Restrict surface land uses within a half-mile radius of raptor nesting sites between April 15 and August 15. Concentrations of people at these locations could cause nesting failures, particularly in the case of peregrine falcons, an endangered species protected by Federal Law.

2. Nesting Cliffs and Trees

Prohibit any physical destruction of nesting cliffs and trees.

North of the Yukon River

The following proposals apply under either use of the Haul Road.

Moose

1. Streamside Habitats

Protect streamside habitats along drainages of the Middle Fork of the Koyukuk, Sagavanirktok and Upper Toolik Rivers from physical disturbances.

Browse along these rivers provides critical food sources for moose during winter.

2. Controlled Burns

Conduct studies to determine the feasibility of improving moose habitats by use of controlled burns. Rehabilitation areas should be selected in forested regions south of the Brooks Range.

Waterfowl

1. Water Pollution

Protect tributary waters of the Dall, Kanuti, Kyoukuk and Sagavanirktok Rivers from petroleum pollution. Alyeska Pipeline Service Company's Oil Spill Contingency Plan should reduce this hazard.

Waters originating in the Corridor drain into waterfowl concentration areas such as the Yukon and Kanuti Flats.

Raptors

1. Land Use Restrictions

Restrict surface land uses within a half-mile radius of peregrine falcon nesting sites between April 15 and August 15.

2. Aircraft Restrictions

At Sagwon Bluffs, continue to work with the Federal Aviation Administration in order to maintain a 1000-foot altitudinal and 1-mile horizontal aircraft restrictive buffer between April 15 and August 15.

3. Nesting Sites

Prohibit any physical destruction of the Sagwon Bluffs or other raptor nesting sites. Monitor and evaluate nesting structures built by BLM in 1976.



Dall Sheep

1. Lambing Areas

Protect the 11 Dall sheep lambing areas between Sukakpak Mountain and Atigun Canyon by restricting surface and airspace uses during mid-May to mid-June.

2. Mineral Licks

Protect mineral licks within the Brooks Range by controlling surface use and allowing no physical destruction of these sites.

Caribou

1. Fire Protection

Provide fire protection on caribou winter range from the Kanuti River drainage northward until such time as studies can be conducted to determine fire effects on caribou ranges. The use of fire on caribou ranges where moose habitats overlap needs to be examined to determine the feasibility of improving moose habitats while minimizing effects on caribou habitats.



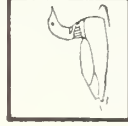
LEGEND



CRITICAL
MOOSE HABITAT



CARIBOU
WINTER RANGE



WATERFOWL
HABITAT



SPORT FISHING
ACCESS



MINERAL LICKS



DALL SHEEP
LAMING GROUNDS

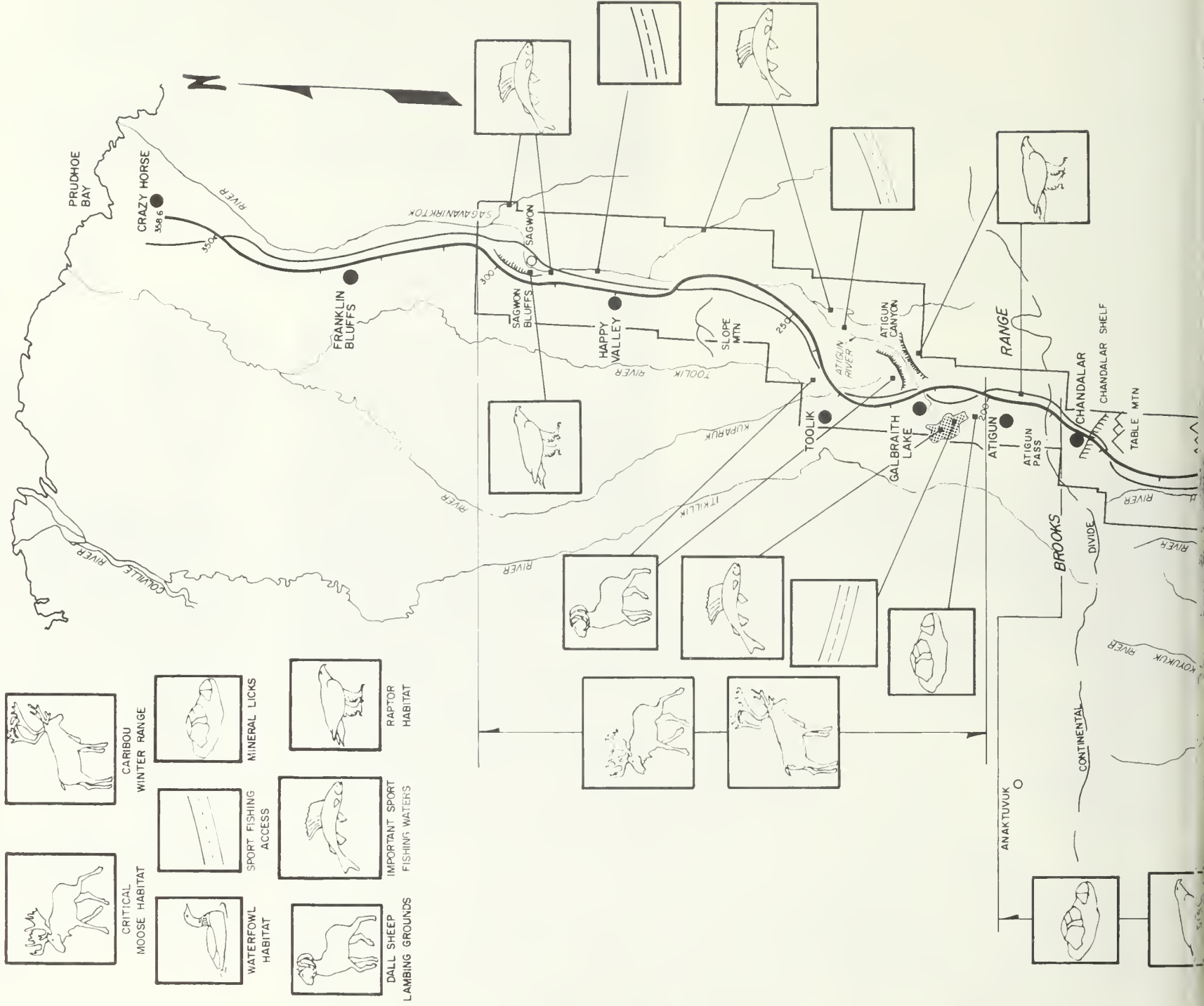


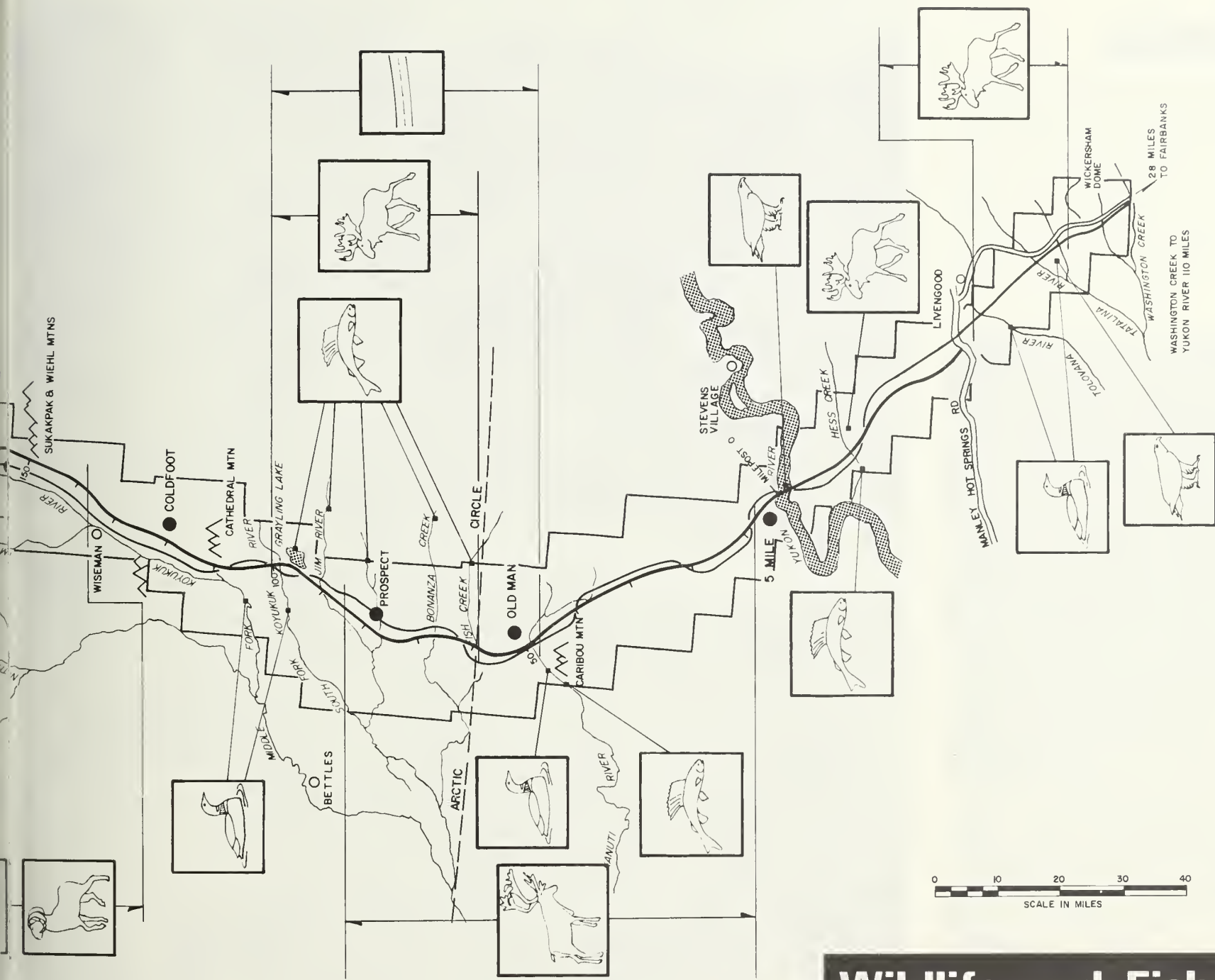
IMPORTANT SPORT
FISHING WATERS



RAPTOR
HABITAT

ARCTIC OCEAN





Wildlife and Fisheries

Fisheries

The objective of the Fisheries Activity in the Corridor is to protect, maintain, restore and improve fish habitats.



Middle Fork Koyukuk River near Wiseman

Proposals

The following proposals apply to the Corridor north and south of the Yukon River under either use of the Haul Road.

1. Vegetative Buffer

Provide vegetative buffer strips on all stream banks to reduce possible siltation problems. Widths of buffer strips may vary, depending on such factors as stream size, nature and scope of the activity in question, slope of adjacent terrain, soil type and type of vegetative cover.

Stream banks disturbed by man's activities should be stabilized.

2. Water Quality

Maintain water quality for optimum reproduction and growth of fish in accordance with State of Alaska standards.

3. Winter Water Use

Install screens no larger than ¼-inch mesh on intake hoses while pumping water from fish streams and lakes.

4. Fish Passage

Allow for unobstructed passage of fish in all public waters. Improperly located culverts, for example, can impede fish movements. New roads should be located to minimize needs for fish passage facilities.

North of the Yukon River

The following proposals apply under either use of the Haul Road.

1. Access and Parking Facilities

If fishing seasons are opened, fishing access and parking facilities should be provided at Ray River and Grayling, Tea, Galbraith and Toolik Lakes.

Access should consist of foot trails pending further study.

2. Parking Only

Provide parking only adjacent to the Haul Road at the following sport fishing waters: Kanuti River, Fish Creek, Bonanza Creek, Jim River, South Fork Koyukuk River, Kuparak River and Mark Creek.

3. Water Withdrawal

Maintain a three-foot minimum depth in streams and lakes where water is withdrawn for use during winter.

Overwintering fish populations are present in many waters and loss of water is critical—particularly north of the Brooks Range where arctic char spend most of the winter in fresh water.

Winter water sources are difficult to find in this area and demands are great for use of this water by industry.

4. Spawning and Rearing Areas

Allow no gravel removal or siltation on identified spawning and rearing sites on the following waters: Sagavanirktok River, Ribbon River, Lupine River, Accomplishment Creek and the Upper Kuparak, Dietrich, Koyukuk and Yukon drainages.



Old fish wheel

Summary of Fish in Rivers, Streams and Lakes

NAME	MIGRATION	AC	LT	KS	SS	DS	BB	S	DV	WF	GR	NP	CD	TP	LC	SK	CI	PS
Yukon River	All year			•	•	•	•	•		•	•	•	•	•	•			
North Fork Ray River	July–Sept.						•	•		•	•	•	•		•	•		
West Fork Dall River	July–Sept.							•		•	•							
Kanuti River	July–Sept.					•	•			•	•	•	•		•	•		
Netsch's Creek											•							
Fish Creek										•	•							
Bonanza Creek										•	•	•	•			•		
Prospect Creek										•	•		•					
Pike Lake (T23N, R14W, Sec 19)												•						
Douglas Creek										•	•	•	•					
Jim River				•		•				•	•		•					
Grayling Lake (T25N, R13W, Sec 34)										•								
S. Fork Koyukuk "Lake"				•		•					•		•			•		
(T26N, R13W, Sec 14)												•						
Chapman Creek Road "Lake One"												•						
(T26N, R13W, Sec 26)												•						
Middle Fork Koyukuk	King Salmon August			•		•		•	•	•	•	•	•	•		•		
Rosie Creek											•		•					
Slate Creek									•		•							
Coldfoot Lake											•							
Marion Creek									•		•		•					
Minnie Creek											•							
Hammond River										•	•							
Rainbow Creek											•							
Sheep Creek											•							
Gold Creek											•		•					

NAME	MIGRATION	AC	LT	KS	SS	DS	BB	S	DV	WF	GR	NP	CD	TP	LC	SK	CI	PS
Linda Creek													•					
Bettles Creek										•	•		•			•		
Big Lake (T31N,R9W, Sec12)			•				•			•	•	•						
Dietrich										•	•		•			•		
Snowden Creek											•		•					
Kuyuktuvuk Creek	5B										•							
Nutirwik Creek											•							
Wetfoot Creek											•							
N. Fork Chandalar River			•							•	•	•	•				•	
Atigun River		•					•			•	•		•					
Galbraith Lake		•	•				•			•	•							
East Fork Sagavanirktok River		•									•							
Sagavanirktok River		•				•	•			•	•		•				•	•
Accomplishment River		•								•	•		•					
Ribdon River		•					•			•	•		•					
Elusive Lake			•							•								
Itkillik River		•								•								
Itkillik Lake		•																
Kuparuk River											•							
Toolik River		•									•							
Oksrukuyik Creek	June Sept.	•									•		•					
Campsite Lake		•	•								•		•					
Lupine		•				•	•			•	•		•					
Lupine Lake			•								•		•					
Happy Valley Camp Creek	June Sept.	•					•			•	•		•					
Inter Creek		•								•	•		•					
Inter Creek Lake			•								•							
Ivishak River		•					•			•	•		•					

ABBREVIATION LEGEND

AC Arctic char

LT Lake Trout

KS Chinook (king) salmon

SS Coho (silver) salmon

DS Chum (dog) salmon

BB Burdot

S Inconnu (sheefish)

DV Dolly Varden

WF Whitefish

GR Arctic Grayling

NP Northern pike

CD Sculpins

TP Troutfish

LC Lake chub

SK Sucker

CI Cisco

PS Pink Salmon

Acknowledgments

The Next Step

The Bureau of Land Management has published this summary document in an effort to encourage continuing participation in the land use planning process on Federal public lands.

Public involvement is vital to wise land use decisions. We hope you will continue to participate, after reading these proposals, in the public meetings in which resource recommendations will be aired and additional information gathered. Responses to these proposals will be used to form a final land use plan for the Corridor.

Opposite this page is an addressed, franked reply card. Please avail yourself of this additional opportunity for involvement by sending in your opinions and comments. Thank you for your cooperation.

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Resource maps were drafted from a base map supplied by Alyeska Pipeline Service Company. Alyeska also supplied photographs on pages 24, 35, 42, 48 and 49.

This document was prepared by the Bureau of Land Management, Fairbanks District Corridor Planning Team: Roger Bolstad, Project Coordinator, and team members: Larry Knapman, Elliott Lowe, Herb Hunt, Alicia Powers, Joe Webb, Joe Capodice, Howard Golden and secretary Lana Winfrey. Editing and layout was provided by the Fairbanks District Public Affairs staff, George M. Winford, principal editor, William Robertson, Chief. All activities were coordinated by the Yukon Area manager, David Wickstrom.

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